

50X1-HUM

DATE DISTR. 12 Jun 1953

COUNTRY USSR

SUBJECT Airport and Road Construction

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SUPPLEMENT TO
REPORT NO. 1

DATE OF INFO: 10/1/78

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2. General practice in constructing the road from Lvov to Kiev followed cutting trees, cutting a channel about two feet deep if the ground was solid, pouring yellow sand to a depth of about four inches, putting down large stones to a depth of about 10 inches, putting down one-inch stones to a depth of six inches, and capping the whole with approximately two inches of asphalt. The road was about three US-car-widths wide.
3. Food ration on this construction job was based on the length of roadway completed per day. In order to obtain a greater ration of bread, the prisoners would occasionally fill the roadbed with snow in the wintertime, covering it quickly with a few stones when the guards were not looking. [redacted] the supervising engineers were aware of this practice but [redacted] they were being pressed for more speed and took little notice. Occasionally we saw trucks rolling along the highway kicking up the stones. [redacted]
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4. For about four months in late 1940, about one thousand Polish prisoners and Soviet civilians were employed on the construction of an air field approximately eight miles north of Ternopol . The prisoners lived at Pkotycze (sic).
5. The airfield was approximately three kilometers long by two kilometers wide and approximately one and one-half kilometers west of the old single-track railroad running north from Ternopol.. While [redacted] working on the construction of this airfield, the railroad was changed from narrow to wide gauge. 50X1-H

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6. Construction of runways according to plans had the following profile from bottom to top: three-inch sand bed, one foot of gravel, two more inches of sand, and four inches of concrete. The runway strip was about 50 feet wide and approximately three kilometers long. The original plan called for construction of several concrete runways but at the time of the German attack only one runway had been completed.
7. Two stone-grinding machines were used in construction of the airfield. One was located at the airfield and the other was located in Ternopol. About fifteen trucks were used to transport stone to the airfield. A wire fence about ten feet high enclosed the airfield area. Many guards and large dogs prevented unauthorized personnel from entering.
8. Materials had been delivered for hangar construction at the time we left but construction had not begun.
9. No aircraft operated from the airfield before occupation by the Germans. The Soviets did not have time to destroy any of the construction.

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